



A publication for and about the employees of the San Francisco Bay Area Rapid Transit District

Vol. 1

November/1981

No. 2

Over 400 Entries Received

Contest Winners Announced

You named it, Terry Carlson and Aaron Cathey! Out of more than 400 entries submitted by employees throughout the District, your entry, *BARTalk*, was selected as the new name for BART's employee publication.

While it may not be worthy of coverage on television's "That's Incredible," judges were a bit surprised to learn that the name they selected was submitted by TWO station agents. Because his entry was submitted at an earlier date, Terry Carlson was awarded the grand prize of dinner for two at the Shang Yuen Restaurant in San Francisco's Cannery and two tickets to the play, "Bleacher Bums" at the Little Fox Theatre. As second-place winner, Aaron Cathey won two tickets to "Bleacher Bums."



"And the winners are . . ." seated (L to R): Terry Carlson, S/A and Aaron Cathey, S/A, both of whom submitted "BARTalk" in the contest to select a new name for this publication. Standing are four of the six name contest judges (L to R): Matt Friedrichsen, Donald Howard, Kay Springer and Barney Kearney. Other judges were John Maher and Chuck Lacy.

Thousands See Display

'BART. Going Places' Theme of New Exhibit

As many *BARTalk* readers may be aware, a shiny new exhibit representing various eras of the system was recently opened for public viewing at the Embarcadero Station in San Francisco.

This, by the way, is the first such exhibit of its kind for BART and was viewed by about 15,000 to 20,000 people while at the Embarcadero Station during September and October. When it completes its tour around the system and the Bay Area over the next 15 months, it is expected that as many as 250,000 people may well have seen it and picked up one of the exhibit brochures which provides information on our long-term improvement projects.

Designed as an island exhibit on a theme, "BART. Going Places," it stands 8 feet high, 12 feet at one point, and if stretched out in one line would be about 50 feet in length. It is actually divided up into three sections, and is aluminum faced on the outside to suggest a BART train.

For those who may not yet have had an opportunity to see it, each section depicts (See EXHIBIT — Page 4)

With over 400 entries submitted, the judges had a difficult task in reviewing all the names and arriving at a final selection. Prior to meeting on August 10, each judge was given an alphabetical listing of all 400 names. To ensure against bias, each entry was number-coded; so that the judges did not know the identity of the person who submitted the name.

Based on the number of common selections submitted by the judges and upon consensus, the names were again narrowed down to the top ten selections. A cross-comparison was then conducted among the top ten selections, which resulted in *BARTalk* receiving the most points. The judges then voted unanimously to select *BARTalk* as the new name of the employee publication.

The *BARTalk* staff thanks all the contest judges — Matt Friedrichsen, Donald Howard, Barney Kearney, Chuck Lacy, John Maher and Kay Springer — for their time, expertise and "courage" in selecting the new name.

To give you an idea of the entries in competition, the following are some of the serious (and not so serious) names submitted:

These were runnersup:

BART LINE	INSIDE TRACK
BY THE WAYSIDE	NEWS TRACK
CLOSE TIES	ON LINE
THE FOURTH RAIL	

(See WINNERS — Page 8)



As a "kick-off" to the 1981 United Way Campaign, briefings of BART employees were held at work locations throughout the District. Pictured here is one of the briefings which took place at LMA. Representing the United Way Campaign was (standing right) Donald Viner, who led the discussions and explained the need for full BART employee participation.

United Way Campaign

BART Employees to Double Participation

For more than 24 years BART has participated in the United Way (formerly United Bay Area Crusade) annual fund-raising campaign. This year, more BART employees than ever before have become involved in this important event.

Overseeing BART's commitment to the United Way (UW) campaign were Travis McAfee, Kay Springer and Joe Van Overveen. As campaign coordinators for BART, they were responsible for training department-appointed UW donor representatives, scheduling meetings, publicizing the campaign, and organizing materials for distribution to all employees.

The efforts of the campaign coordinators have produced outstanding results. According to Joe Overveen, indications are that over 50 percent of BART employees will make contributions to United Way. This represents more than a 100 percent increase over last year, when only 25 percent of BART employees contributed to UW.

Kay Springer pointed out that for the twelfth consecutive year, Dan Carson, UW Donor Representative for Office Services, has been successful in obtaining contributions from every employee in his cost center. It seems a bit ironic that this cost center, with the highest contribution rate, is also the cost center averaging the lowest pay in the District. Thank you Dan and Office Services!

Carlos Wilkerson, Office Services, is another BART employee spending hours on the 1981 UW Campaign. Now on loan to the UW Contra Costa County Campaign, he supervises two private sector executives coordinating direct solicitation campaigns.

While the 1981 UW drive ended on November 15, pledges may be obtained anytime from the payroll department.

BARTISTICS

RETIRED

(July - October 1981)

Ruth Bayliss, Finance Staff Assistant on 9/30/81 after 18 years.

Alice Beaulieu, Planning & Analysis Secretary, on 8/14/81 after 9 years.

Henry Bender, Power & Way Mechanic, on 7/10/81 after 9 years.

John Dalri, Finance Accounting Supervisor, on 7/10/81 after 12 years.

Raymond Horning, Power & Way Electrician, on 7/5/81 after 8 years.

Thomas McDonald, Power & Way Electrical Technician, on 7/29/81 after 8 years.

EMPLOYED

(March 1 through July 31, 1981)

Budget

Corazon Macalino

Employee Relations

Patricia Jose Robert Welle

Field Services

Sebastian Beard
Ronald Bell
Floyd Black
Robyne Dillon
Robert Fitzgerald
Sheldon Forehand
Julie Guyer
Robert Heiney
Robert Johnson
Thomas Johnson
Mike Kendall
Rickey Kuykendall
Alice Loo
David McCuan

Don Miller
James Montgomery
Tim Parker
Thom Pennewell
Melvin Poon
Mattie Roussea
David Salaun
Wayne Scott
James Vestr
Curtiss Warren
Curties Williams
Paul Wong
Ivan Yee

Finance

Irene Davis Marjorie Gordon
William Davidson Bertha Howard
James Rezendes

Maintenance & Engineering

Dexter Barker Shirley Jackson
Fay Baxter Chris Koukis
John Burton David Massoni
Brenford Coulter Shanna McBeth
Robert Currier Patrick McGuinness
Richard Dake S. McMahon
Kenneth Dale Ned Milen
Donald Daley Joseph O'Shea
Mabel Dedeaux Ricard Rena
Stephen Denegri Robert Fenard
Patricia East Lloyd Rosendahl
Scott Fanning David Sher
Stephen Fine Harold Skillman
Isaias Forbes Ralph Sullivan
Albert Foreman Norene Sun
Robert Gagnon Gregory Suzukawa
Francisco Garcia Steve Swanson
Louis Garcia Victor Tang
Juanita Gerber Rene Velasquez
Charles Hunter Mary Williams
Jacqueline Jackson Dianna Woertondyke

Material Management & Procurement

Barry Lewis Rich Sudman
Otto Pfaeffle Herman White

Planning & Analysis

Kelvin Buneman Katherine Ogden
James Evans Gregory Wong

SERVICE AWARDS

(July - September 1981)

15 Years

Kay Springer

Welcome aboard, new employees! Congratulations to retirees and employees who have received service awards!

SERVICE AWARDS

(July - September 1981)

10 Years

Katherine Carlisle
Clifford Chui
Merlita Declarador
Susan Fowler
Elmo S. Giovanetti
David Hughes
James Lenhart
David Noecker
Eugene Nunes
Jose Oriarte
Gentry Rousseau
John Weber

5 Years

Gerald Allen
George Avalos
Edmund Bally
Raymond Brown
Alfred Castro
Ronald A. Cooper
Gerland Curtis
Angela Davis
Thomas Deeble
Dimitri Dutoff
Edwin Forsyth
Diana Gong
William Hammer
Ian Hart
Gary Hodge
Constance Hwang
Steve Jagroop
Ruthie Jones
Lyle Keenes
James LaGuardia
Gloria Lanham
Albert Lee
Paul A. Lim
Ronald Maltby
Rodolfo Manantan
Marianne McDaniel
Colin McDonald
Martha Munoz
Maria Olmedo
Kenneth Perez
Ronald Perry
James Plaisance
James Prongos
Amadeo Quintos
Jonnie Robinson
George Ross
Roxanne Salcido
Robert Scott
Harold Skillman
Frances Swift
William Thomas
Arthur Tice
Walter Tom
Vern Torongo
Eloy Trejo
Charles Walker
Louis Watson
Arthur Weiner
George Wells
Robert Williams
Ealine Williams
Ralph Woodson
Alex Zermeno

With BART 18 Years Ruth Bayliss Retires

Ruth Bayliss, who recently retired as secretary to Bill Goelz, BART's Controller-Treasurer, spent 18 years with the District and held significant positions with BART during its formative years right up to the time she left.

Ruth came to BART in 1963 and immediately commenced functioning in BART's Personnel Department under the overall direction of Col. W. E. Benedict who, at that time, ran a department that seemed to be a catch-all for functions that no one else either cared or knew. Her gracious manner in processing new employees endeared her to all.

She moved from the Department of Office Services in January 1974 to become Secretary to Bill Goelz, a position she held until her retirement.

Ruth's "green thumb" was well known to visitors of Lake Merritt's Fifth Floor. We'll miss her charming smile amidst the desk-top greenery that we've enjoyed and admired for so many years.



Ruth Bayliss

Editorial

Thanks to You, It Works!

Each of us has felt the impact of inflation. But we are fortunate to be employed and in good enough health to enjoy some of the better things in life. Many people in the Bay Area are not so fortunate.

United Way helps fund over 200 human service agencies in the Bay Area's five counties. Most of these agencies are facing difficult times with pending cutbacks in government spending for human services.

Will making any donation to United Way really affect your lifestyle? Last year over one million men, women and children living in the Bay Area received valuable and essential human services from United Way agencies. Whether you realize it or not, each and every one of us benefits from the services these agencies provide.

Dollars contributed to the United Way campaign serve people of all ages and from every walk of life. Here are a few examples of how your money works to help people:

- Senior citizens received meals, transportation services, counseling, outreach, and recreational and educational programs through senior centers.
- Infants and young children received quality day care.
- Children and adults with hearing and speech problems received diagnostic and rehabilitative services.



- Ill or convalescing patients received nursing, homemaker, home health and therapeutic services.
- Mentally retarded individuals received sheltered workshops and classes, while their families received supportive services.
- Individuals in crisis received assistance and counseling from 24-hour suicide prevention centers.

In addition to the 210 member agencies funded by United Way, three major Bay Area organizations have joined with United Way in its fund-raising campaign: The American Cancer Society, The American Heart Association and The Bay Area Black United Fund.

In making a donation to United Way, you may decide that all or part of your contribution be designated to any one of the United Way member agencies or you may allocate your contribution to any human services, tax exempt organization.

The amount of a contribution is your decision. BART's campaign committee has suggested approximately one-half of one percent of salary as a "fair share" pledge; however, a donation of any amount is appreciated.

In the words of our General Manager, Keith Bernard, "If every District employee would contribute only one dollar per pay-day, a lot of people could be helped."

Turning A's Into B's a Success

The Saga of the Fremont Flyer: Epilogue

By the end of 1981, B-car #826 will be placed into revenue service.

What's so special about this B-car? It was originally the ill-famed "Fremont Flyer" A-car #143 which was damaged in the 1972 fluke accident when it ran through the line-end barricade at the Fremont Station.

Returning this car to revenue service is a milestone in BART's A - B Car Conversion Program, which began in 1978 and challenged the ingenuity and expertise of BART's Vehicle Maintenance Engineering group, as well as the repairing and service talents of the vehicle and electronic maintenance crews at the Hayward Shops.

When BART first extended service to include Saturday and Sunday operations, it was calculated that 35 additional "B" or mid-train cars would be needed to meet anticipated patronage demands. How would the district acquire these extra cars to accommodate the growing number of passengers?

Estimates were solicited to determine how much a new B-car would cost. The amount was staggering. Each car would cost approximately one million dollars and require almost four years to construct, test and deliver. An investment in 1976 dollars of \$35 million would have certainly placed an inordinate financial burden on the District — but what were the alternatives?

In search of a more cost effective solution, the conversion of some of the "A" lead cars was considered as there were more than a sufficient number of these cars to meet existing and future service demands.

Richard Demko, Executive Manager of BART's Maintenance and Engineering Department, who was Manager of Rolling Stock at the time the conversion program was developed, and Superintendent of Heavy Repairs, George Wells, decided to examine what it would take to do the conversion job internally.

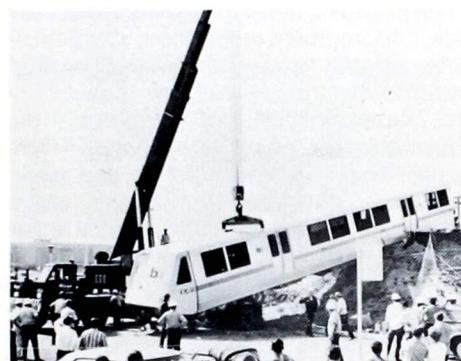
Vehicle Maintenance Engineering Supervisor Ray Crist and engineers Charles Jenkins, Sam Batiste, R. J. Grimes and Ed Harden were given the task to develop the conversion program. Armed with the car's original blueprints, acquired following the successful conclusion, in BART's favor, of the lawsuit against the Rohr Company, Wells and his "think tank" of transit vehicle mechanics (TVM), transit vehicle inspectors (TVI) and electronic technicians (ET) and foreworkers devised a unique solution to the problem.

There were a number of A-cars with defective cabs that could be converted into B-cars. Sufficient material was on hand, left over from the Rohr construction days, to convert two cars. However, several hundred purchase orders would have to be placed to secure materials to do additional cars.

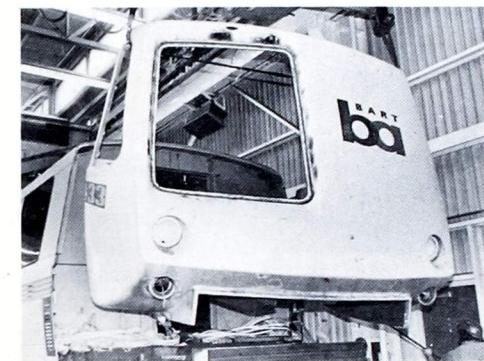
Based on the conclusion reached by Maintenance Engineering that the conversion plan was feasible, the "green light" to



Converting A-cars (on the right) to B-cars (on the left) has been a challenging program.



On October 2, 1972, a two-car train went through the line-end barrier at Fremont Station due to a component failure. The lead A-car was #143 the "Fremont Flyer." This car is now in the process of being converted to a B-car.



First the nose of the A-car is removed and then the tough conversion work begins. Pulling the nose required extensive research in order to maintain the structural integrity of the car.



This crew is putting the finishing touches on the B-car #826, but reminds everyone that this car was originally the A-car #143, the "Fremont Flyer." Pictured are (L to R) Steven Denegri, Pete Stevenson, Manny Aquilina, Wayne Tarvin, and Robert Scott.

go ahead with the plan was given. A conversion team was established headed up by Manny Aquilina, Michael Biehn, Lee Edwards, Robert Scott, Walt Cruz, Pete Stevenson, Mike McCoy, Darrel Brenner, George Ross Jr., and Gary Vasconcellos.

Work then began to develop the various jigs needed to maintain the structural integrity of the cars as the slanting nose unit was removed. Rewiring programs were also developed, time schedules established and the plan was started. In fact converting an A-car to B-car was going to be less expensive than restoring the damaged A-cars.



On May 6, 1978 B-car #801 — the first of the converted cars — came off the line and was properly christened with champagne by T/O Dolores Loera. Participating in the ceremony were some members of the conversion crew, (L to R) front row: Manny Aquilina, Pete Stevenson, Frank Wenzel and Chuck Jenkins. Back row: Claude Robinson, Sam Batiste and David Bennett.

The price of converted cars fell to somewhere between \$35,000 and \$55,000, depending on the extent of any other damage to the individual A-car to be converted, resulting in a tremendous savings for the District.

The BART team was pulling it off and the first converted car came off the conversion line on May 6, 1978. The second car was completed on September 29, 1978. No cars were converted in 1979 due to lack of material. In 1980, the program started up again and since then, 23 A-cars have been converted to B-cars.

EXHIBIT

an important era of the system's evolution. BART's construction years, present operations, and plans for future improvements to meet the ridership demands of the 1980's are the themes for each section. The emphasis on the future is of paramount importance because, based on current trends, it is projected that by 1985/86 the system could be carrying anywhere from 230,000 to 250,000 passengers a day. And more capacity, particularly during the peak travel periods, will be sorely needed.

Highlighting the "future" section, which includes several large colorful illustrations, is the nine-foot 1/8 scale model of the proposed new C-car which has been designed by BART engineers. The District



Training's Steve Ventura does a final check-out of the video monitor which offers three shows, running from 4.5 to about 7 minutes in length, which is a part of BART's new traveling exhibit.



BART electricians, Rocky Chaffee (R) and Gil Montano (L), put the finishing touches on the required wiring to power the exhibit which is illuminated by a series of special light panels.



hopes to go to bid on the first four prototype cars early next year. Ultimately it is expected that at least 90 new cars will be ordered. Also represented in the "future" section of the exhibit is the planned new integrated control system, which will allow the system to operate up to 75 trains at once on the system instead of a maximum of 49 trains, which is the present computer's capacity; the new track through downtown Oakland; and the proposed Daly City Turnback and Storage Facility.

Also included as part of the exhibit is a video display which alternates three short films. The first film shows old footage of transit (pre-BART) and dramatic shots of the construction of the system, including the launching of sections of the transbay tube. The second film, or to be more accurate — tape — is a behind-the-scenes look at BART today, and what makes the system tick. This segment of the show was beautifully narrated by our own Norma Del Mercado, former train operator and now a Central Supervisor, and was especially put together by the Training Department's Dennis McNicol and Steve Ventura who, working under tight deadlines, came up with a great piece of work. The third show is that famous "Man on the Street" interviewer, Mal Sharpe, getting people's reactions to the exhibit on the day it opened.

Speaking of a great piece of work, much credit must also go to Bob Burroughs and the gang from Plant Support, and to Helder Simas and his electrical whizzes who, working together, made all of the pieces fit and all the wiring work.

If you haven't seen the exhibit, try to get to the Fremont Station, where it will remain until mid-December. The exhibit will be on display at some eight to ten stations over the next year or so.

VISIT BART'S ARTS & CRAFTS SHOW

December 2 & 3 — 8 am to 5 pm

LMA PLAZA

Buy Handmade Christmas Gifts!!



Charles Alexander (L) and Bob Burroughs (R), of Plant Facilities Maintenance, worked long into the night to get BART's new traveling exhibit ready for its September grand opening at the Embarcadero Station. The large blow-up on the left is of the Berkeley Hills Tunnel construction.

Prizes for Right Answers

RTA Mystery Rider Will Be Riding BART

Beginning in December 1981, "mystery riders" will be traveling on the system, asking questions of BART Foreworkers, Station Agents, Police and other BART personnel in uniform about regional transit in the Bay Area.

The contest is part of the marketing effort of the Regional Transit Association (RTA) to promote the use of all public transit in the Bay Area. The questions will cover information on how to reach points around BART Stations on interfacing transit systems. The marketing effort will include RTA's new symbol radio spots and which indicates major newspaper ads to promote regional connections.



The RTA has published a new interconnection map, which has been distributed to all stations. BART uninformed employees are encouraged to study this RTA map and be ready with the correct answer.

If you do not know the answers to questions about how to make a connection with other transit systems, interfacing with BART, there is no penalty. But you won't win a prize . . . until the next time the "mystery rider" asks a question!

A special note to Train Operators, the "mystery rider" may contact you through the Intercom on the trains.

Be ready! Right answers mean a prize!

New Brochures Now Available at Stations



"All About BART 1981" and "All About BART Safety" brochures (pictured above), have been translated into Spanish and Chinese and are now available in BART stations. Tourists, as well as bay area residents, have found these brochures to be very handy references.

By Vicky Young

"How to Say No to A Rapist and Survive"

What would you do if suddenly you were approached by strangers . . . who could possibly harm you?

With crime on the rise, prevention is a vitally important action many of us are not prepared to initiate.

To address the topic of crime prevention, Pauline Marquette of the Attorney General's Office for the State of California, spoke during a two-part "brown bag" lunchtime series entitled, *Crime Prevention Against Persons*, in BART's board room earlier this year.

The program, which drew over 90 employees to the first session and 130 for the second, was designed to stimulate interest and involve BART employees in the prevention of crime in their daily lives.

Through the outstanding cooperation of BPD Captain Larry Danner, Sergeant C. Clark Lynch and Vicky Young, Passenger Service, who coordinated the program, employees were able to discuss this hot issue with a top state law enforcement official. Brochures were distributed and the movie, "How to Say No to a Rapist . . . And Survive," was shown.

Employees also learned techniques such as emergency planning, how to be assertive when approached by strangers, become more conscious of physical surroundings and how to interpret body language.

The series spurred lively discussion at work and at home. In one instance, an employee talked to her daughter and she, in turn, presented a class report using the material her mother had given her.

For additional information on future seminars, contact Vicky Young, LMA-Ext. 510. Those interested in crime discussion groups in the future, should contact Capt. Danner, LMA-Ext. 829.

BPD Food Drive

Make Someone's Holiday A Little Happier

Once again, BART Police Department will sponsor an annual Christmas Canned Food Drive. For the past three years, containers have been placed at strategic locations throughout District facilities, where BART employees may deposit canned foods. BART Police then distributes the food directly to individual families, whose names they have secured from various community groups.

In charge of this project is BPD Captain Larry Danner, who said, "I hope that every BART employee who can, will participate in this very worthwhile project. Any canned food you can spare will be very much appreciated."

Danner also noted that any BART employee who knows of families in need of food for Christmas should contact him at LMA-Ext. 829.

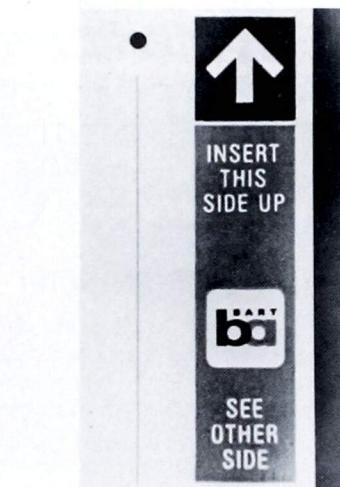
Clown Train a Success

BART People Came Through



As the "Clown Train" came into Berkeley Station, T/O Maurice Gartell popped his head out of the train window wearing his "funny hat" to the great joy of Susan Edengroff (L), coordinator of the clowns' ride on BART, and received a big hug from Barbara Lyons, who is active in the National Clown, Mime, Puppeteers and Dancers Ministry. Line Supervisor, Ray Levitt (R), helped greet the special clown train.

New BART Ticket Design



The familiar full fare BART tickets have undergone a facelift!

The front of the ticket will carry a simple design to make it easier to recognize which way to insert the ticket and has basic BART information on the back. The new blue full fare ticket will be in use December 1981.

Patrons possessing tickets with old design can be assured that their tickets, so long as there is a remaining value, will be accepted by the automatic fare collection equipment.

BART Hot-line Telephone Numbers

**834-5721 or LMA-Ext. 121
835-3625 or LMA-Ext. 136**

The above numbers may be called for tape-recorded information on train operations. By calling the top number, you will receive a message recorded by the Comspecks in Central which gives current information on train service.

The bottom number is the number to call for BART's "News Service," a recorded message which gives a summary of the morning's commute service and patronage count.

BART's unique non-stop train service, available to large groups during evenings and weekends, had some very unusual passengers in August.

A train, chartered by the National Clown, Mime, Puppeteers and Dancers Ministry, transported about 200 members, dressed in full regalia, from Berkeley to the Embarcadero Station.

To capture the spirit, a circus decal was to adorn the train, but plans suddenly came to a halt when the decal could not be found.

With only hours to spare, Richmond Tower Supervisor, Pam Edwards, set her imagination whirling. She asked T/O Sue Collins to find a clown mask — fast. After several futile attempts, Sue remembered she had the perfect mask in her garage.

Sue immediately called a friend, who picked it up and raced it to the El Cerrito Plaza BART Station. There, S/A Alan Derman relayed it to T/O Alan Fong, who delivered the mask to T/O Maurice Gartell at Richmond Yard, minutes before he left.

Gartell quickly donned the mask, added a few touches and sped off, arriving at the Berkeley Station amidst whoops and cheers.

BART had not disappointed the clowns. Our employees came through again with a creative flair.



S/A Carol Flores, is made up by Anthea Francine, a mime, as part of the festivities.

In Baseball That Is!

BART BLASTS MTC

The 1981 Annual Picnic of BART's Planning and Analysis Department proved to be more than just an outing. It marked the establishment of a new BART softball team and a fierce competition with a team fielded by the Metropolitan Transportation Commission (MTC).

On September 2, the first in a series of three games between BART and MTC was played at Chabot Park in Oakland, with BART emerging the winner by the lopsided score of 23 to 11, thereby capturing the coveted "Montclair Cup," a trophy of unique, if somewhat dubious, design.



BART takes possession of the "Claremont Cup." Howard Goode, Coach and Manager of BART's new softball team, receives the cup from Tom Bolger, Manager of MTC's team. As a result of a three-game series, BART, with a record of two wins and one loss, emerged champions of the season. It must be noted that the one BART loss is clouded, since it was played mostly in the dark.

A rematch was played on September 22 again at Chabot Park. As darkness descended on the playing field, where there were no night game lights, the score was 21 to 13 in BART's favor. However, under cover of darkness the MTC team, for some reason, seemed to gather momentum and the final score was 23 to 21 in favor of MTC.

There was considerable "discussion" about this after dark play and the third and final game in the series was played at 8 PM on October 14 at Jones Field in Oakland, which had lights for a night game.

It was a rugged seven innings of play, with BART coming out on top by a score of 23 to 15. Not satisfied, MTC players demanded an extra inning, but the lights were on this time, and the BART lead could not be overcome.

The "Montclair Cup" is now in BART's permanent possession — that is until next year.

BART's victorious team included: Howard Goode, Coach and Manager Robin Cody, Greg Gleischman, Ching Chi Wu, Bruce Bauer, John Post, George Rohrback, Kelvin Brunnerman, John Stamas,

BART Co-ed Softball Team Wins Tournament



BART's coed softball team finished a commanding season despite their 6-8 win/loss record. The team competed in the league playoffs and captured first place in the Alameda County Easter Seal Marathon Softball Tournament. Through an inspirational surge, the team also received a special award for scoring an incredible 49 runs in two games.

"It was easy," said team manager, Rene Maher.

BART Volleyball Club Team Wins Local Noon-time Competition

BART's volleyball enthusiasts who play outside LMA on Tuesday and Thursdays from 12 noon to 12:45 p.m. have been joined by other sports lovers in the community.

Among the challengers have been Goodwill Industries employees who have played two friendly matches, with the noon-time diversion attracting more players each week.

This spirited and healthy activity could not be possible if it weren't for the volunteer support from Matt DuPlessis and Robin Cody, who supply the equipment. Other team members include: Jim Evans, Merlita Declarador, Ron Edmonson, Alan Lee, Corina Ninayahuar, John Post, George Rohrback, Chris Apple, Joan Van Horn and C. C. Wu.

Ready for lots of sun and volleyball fun? Contact Robin Cody at LMA-Ext. 586 or Merlita Declarador at LMA-Ext. 110 for more information.

Alan Lee, Keith Bernard, and Merlita Declarador, BART's DH (designated hitter, for the uninitiated).

The MTC team was lead by Tom Bolger as Captain, with players: Don Morgan, Jerome Wiggins, Stuart Chaitkin, Jay Miyazaki, Joel Markowitz, Bill Hines, Mary Toffanelli, Hank Dittmar, Shirley Logan, Bill Knudson, Pete Pezzati, and Linda Terrano.

The series will start again early in the spring of 1982 and it is hoped other Bay Area transit properties will field a softball team, which can challenge the BART Championship team.

"There were no contracts to negotiate, no erratic fans and no hero worshipping. Just the sweet satisfaction of playing a game and knowing, whether you win or lose, you'll always have some great post-game companionship over pizza and beer," Maher stated.

Pictured above are team members (L to R), Front Row: Chris Stuart, Pam Agujar, Kay Springer, and Rene Maher. Back Row: Dave Martin, Dave Noecker, Coach, Nate Oliver, Gabe Vargas, Jim La Guardia and Larry Zeigler. Not pictured: Larry Davis, Judy Castro and Carl Heldt.

All "golden glovers" and "heavy hitters" are welcomed to join the team next spring and may contact Rene Maher at OHY-Ext 215.

Wensler Wins Airplane For a Buck and a Half



A jubilant Dale Wensler (C), Quality Assurance Engineer in BART's Safety Department and his wife Shirley (R) are handed keys by Al Russo, Assistant Slot Manager of Caesar's Casino in Lake Tahoe for a sleek, new Gulfstream American Tiger airplane. Dale hit the jackpot with only \$1.50 in quarters. He had traveled to the casino to celebrate his birthday. While examining the engineering feat it took to hang the plane from the casino ceiling over the slot machines, he took a chance and hit it big. Dale has since traded his prize for more "earthly possessions."

VISITING BRITISH MPs IMPRESSED WITH BART



On July 20, BART hosted members of Britain's House of Commons Select Committee on Transportation. The nine-member delegation was comprised of eight Members of Parliament

BARTalk Masthead Designer Is Art Richardson

The masthead for the new BART employee publication, *BARTalk*, was designed by Art Richardson, Engineering Aide II, in the Documentation Section, located at OUB. Richardson also designed the BART train faces which are used as indicators in the section on Performance and Patronage to be found on page 8.



Art Richardson

and 2 years teaching mechanical drawing at the St. Joseph's High School in Alameda.

Richardson and Moe, his wife of 29 plus years, reside in their native town of Alameda. They have six children and as of September 7, one granddaughter.

During his time away from BART, Richardson does graphics and cartooning. His editorial cartoons appear in the Alameda Times-Star, usually on Saturdays.

Richardson says his relaxing interests are beer, skiing and golf, "not necessarily in that order and definitely not at the same time."

(Editor's Note: Thanks, Art, for a job well done for *BARTalk* — you will be hearing from us again!)

FLYER

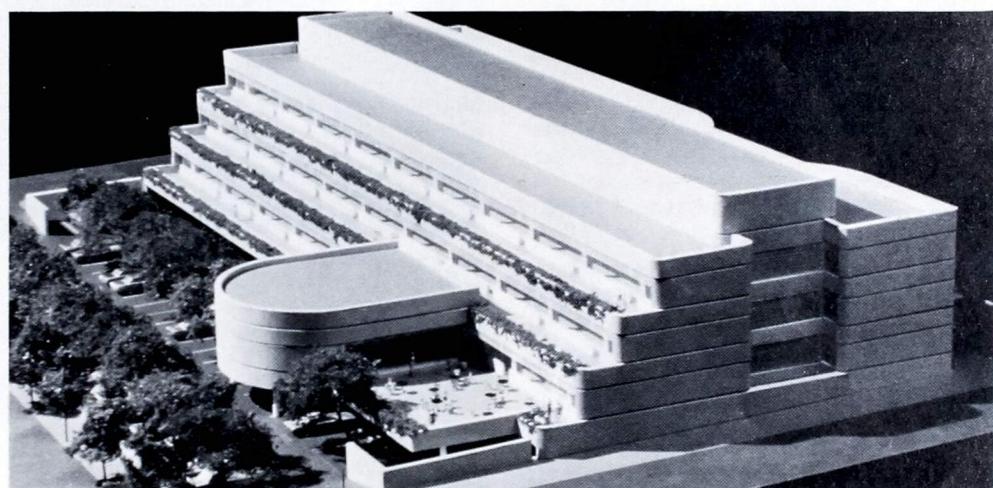
Based on the time frame provided by the Maintenance and Engineering crews of completing two cars per month, all 35 converted cars will be placed into revenue service by the end of 1982 which will increase the revenue fleet to 439 cars.

The debut of the converted "Fremont Flyer" and other converted B-cars which have been modified to present day operational standards, including the new fire resistant seats, is testimony to the dedication and perseverance of BART's Engineering and Maintenance crews and all the support staff needed to carry off a most successful program.

and a Clerk to the Committee, who also serves as senior member of the House of Commons Staff. Kevin McNamara, of the British Consulate General, San Francisco, arranged the tour of BART facilities through the cooperation of Larry Dahms, of the Metropolitan Transportation Commission and BART's District Secretary, Phil Ormsbee.

Pictured above are (L to R), Front Row: Barry Porter, Gary Waller, Neil Carmichael, John Glenn and Peter Fry. Back Row: Kevin McNamara, Gordon Bagier, Stephen Dorrell, Bill Proctor and Densmore Dover.

New Building to Be Ready in Fall 1983



During the last fiscal year, preliminary design, schematics and design development was completed for the new Regional Administrative Building.

Work on the new building, which will be located on the parking lot between 7th and 8th Streets and Oak and Madison Streets, across from LMA, is to commence in March 1982. Plans call for occupancy in the fall of 1983.

Current estimates for this four-story, 106,000 square-foot building, places the cost at about

Obituaries

Early BART Leaders Pass Away

John M. Pierce

BART's first General Manager, John Pierce, died early this year at the age of 79.

Before joining the District, he served as State Director of Finance for California Governor Goodwin Knight. In 1958 he led the District as BART's general manager. In 1963 he exercised his financial wizardry by becoming BART's Director of Finance and after 10 fruitful years of public service he retired. He is survived by his wife Lorraine of Quincy.

Frank A. Chambers

Frank A. Chambers, who retired from BART in 1974 and was BART's Sacramento lobbyist and labor-management officer for eight years, passed away at the age of 71 in October 1981. He guided much of BART's efforts in obtaining early funding from the state Legislature.

Mr. Chambers is survived by his wife Emily of Sacramento.

The Committee's tour of BART was part of a fact-finding mission to various cities in the United States and Canada. They were concerned with a number of issues relating to transportation problems in London and were comparing how various transit agencies dealt with these issues.

The Committee was greeted at Embarcadero Station by Phil Ormsbee and Sharyn Saslafsky, Assistant to the District Secretary. From there, they rode the train to Lafayette Station, made a brief tour of the station and returned to Lake Merritt Headquarters, where BART President John Glenn joined the visiting delegation. After a tour of Central, the group listened to a presentation by Ward Belding, Planning Department.

Sharyn Saslafsky noted, "The Committee thoroughly enjoyed their visit at BART and were very impressed with our trains, stations and overall system, including the station agents they met, who were so cordial and cooperative in the group's tour."

Sharyn, who provided much of the leg work necessary for conducting the tour, also extended her thanks to everyone in Field Services who, as in previous tours, helped make this tour a success.

By Pat Hoar

BART LIBRARY NOTES

Two questions are asked of the BART Library on a regular basis. The first is a request for information "all about BART" from outside visitors.

The second most common question comes from the BART staff. "What do you have on writing a report or presentation?" It seems as if we all need occasionally to brush up on our writing skills. To fill this need the Library has purchased several books dealing with writing, including both books on how to organize your thoughts and manuals on style for giving a report the proper polish.

Call LMA-Ext. 533 if you would like to use any of the books listed below:

HF5549 Auger, B. Y.

T11 Brogan, John A.
B Clear Technical Writing

Z253 Chicago University Press

C A Manual of Style; Containing Typographical and Other Rules for Authors, Printers and Publishers.

T11 Damerst, William A.
D Clear Technical Reports

HF5726 Ewing, David W.
E Writing for Results in Business, Government; the Sciences, the Professions

HF5726 Federal Electric Corporation
E How to Write Effective Reports

PE Follett, Wilson

F Modern American Usage: A Guide

HF5718 Holcombe, Marya W.

H Writing for Decision Makers: Reports and Memos with a Competitive Edge

PE Mullins, Carolyn J.

M Complete Writing Guide to Preparing Reports, Proposals, Memos, Etc.

T11 Nelson, Joseph Raleigh

N Writing the Technical Report

PN Skillin, Marjorie E.

S Words Into Type

PE Tichy, Henrietta J.

T Effective Writing for Engineers, Managers, Scientists

T11 Turner, Rufus

Technical Writer's & Editor's Stylebook

The BART library is located in the LMA, Rm. 408 and is usually open from 8:15 am to 5 pm, Monday through Friday.

By Marty Birkenthal

Keep Those BART Faces Smiling

Been to any good parties lately? And during the course of all the "Hello, how are you?" and "getting-to-know-you" talk, were you asked where do you work? . . . BART, you say. Now there's a juicy topic of conversation! Just mentioning the name to anyone seems to release endless tales of the known as well as the unknown.

So, you listen patiently and when the opportunity arises you either continue the conversation, change the subject, or just move on. In any case, you probably wondered how BART is *really* doing. What does the complete picture look like . . . the pluses, minuses, and in betweens?

Every three months the Planning Department staff prepares the District's Quarterly Performance Report on System Objectives. This report is used by the Board of Directors, the General Manager, and by others to assess how well BART (we) are doing. The information is then incorporated into the overall planning process so that needed improvements can be identified and programmed for implementation.

Based on the information contained in the Quarterly Performance Report, here's how we did with respect to key performance indicators for the period July through September 1981. (If you're interested in seeing the full report, contact your supervisor or call Nita Tuazon, LMA-Ext. 340 and arrange to have one sent to you.)

The following symbols are used to illustrate the percent of each objective actually achieved.



95-100%
EXCELLENT



90-94%
VERY GOOD



85-93%
GOOD



80-84%
FAIR



75-79%
POOR



Below 75%
VERY POOR

EQUIPMENT AVAILABILITY

There are lots of things that could be included here, but what it all boils down to is having BART cars well maintained and ready for revenue service.

FOUR AM A-CAR COUNT:

Objective: 102 cars
Actual: 110 cars
Percent Achieved: 107.8%

FOUR AM B-CAR COUNT:

Objective: 257 cars
Actual: 251 cars
Percent Achieved: 97.7%

WORKFORCE AVAILABILITY

The job's a big one and it can only get done if we all pitch in, working cooperatively and safely together.

EMPLOYEE PAID SICK LEAVE RATE

Objective: 3.5% or 9.1 paid days per employee annually
Actual: 3.61% or 9.4 paid days per employee annually
Percent Achieved: 97.0%

EMPLOYEE LOST-TIME INJURIES

Objective: 52.75 incidents/quarter
Actual: 61 incidents
Percent Achieved: 86.5%

WINNERS

Also submitted:

AS THE WHEELS TURN
BART LINKLETTER
BING, BANG BART
CHOO CHOO EXPRESS
HAPPY RAILS TO YOU
LET'S TALK TURKEY
NEWS BART

POOR BART'S ALMANAC
RAIL CALL
RAIL PEOPLE
STAR TRACK
TRAIN OF THOUGHT
WRITING THE RAILS
YOU NAME IT

SERVICE QUALITY

Providing reliable and consistent train service is key to BART's success. Directly or indirectly we're all involved in making it happen.

TRAIN ON-TIME PERFORMANCE:

Objective: 95.0% (monthly average for daily operations)
Actual: 94.1%
Percent Achieved: 99.1%

SCHEDULED RUNS COMPLETED:

Objective: 97.0%
Actual: 98.7%
Percent Achieved: 101.8%

PATRONAGE

How well we perform is largely reflected in the demand for the product we produce. This is measured as the number of patron-trips taken on the system.

AVERAGE WEEKDAY PATRONAGE

Objective: 162,428
Actual: 175,663
Percent Achieved: 108.1%

TOTAL TRIPS

Objective: 12,018,900
Actual: 12,905,513
Percent Achieved: 107.4%

(Editor's Note: Just in case you are in need of this kind of information, suggest BART employees copy this column and keep it with you as a handy-dandy reference.)

BARTalk

Published by the San Francisco Bay Area Rapid Transit District (BART)
800 Madison St., Oakland, CA 94607 (415) 465-4100

Keith Bernard General Manager
Mike Healy Department Manager
Public Affairs
BARTalk Staff
Sy Mouber Managing Editor
Sandy Tibbets Assistant Managing Editor